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Dated: May 22, 2000.

By Order of the Maritime Administrator.

Joel C. Richard,
Secretary.

[FR Doc. 00-13242 Filed 5-25-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Maritime Administration, DOT

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the information collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. Described below is the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection was published on March 10, 2000 [65 FR 13075].

DATES: Comments must be submitted on or before June 26, 2000.

FOR FURTHER INFORMATION CONTACT: Otto A. Strassburg, Chief, Division of Marine Insurance, Office of Insurance and Shipping Analysis, MAR-570, Room 8117, Maritime Administration, 400 Seventh Street, SW, Washington, D.C. 20590, telephone number 202-366-4161. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION: Maritime Administration.

Title of Collection: "Approval of Underwriters for Marine Hull Insurance."

OMB Control Number: 2133-0517.

Type of Request: Approval of an existing information collection.

Affected Public: Foreign underwriters of marine insurance and insurance brokers.

Form(s): None.

Abstract: This collection of information involves the approval of marine hull underwriters to insure MARAD program vessels. Foreign applicants will be requested to submit financial data upon which MARAD approval would be based. In certain

cases, brokers would be required to certify that American underwriters were offered opportunity to compete for the business.

Annual Estimated Burden Hours: 46 hours.

Addressee: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention MARAD Desk Officer.

Comments are Invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Dated: May 23, 2000.

Joel C. Richard,

Secretary, Maritime Administration.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2000-7291; Notice 1]

General Motors Corporation; Receipt of Application for Determination of Inconsequential Non-Compliance

General Motors Corporation (GM) has applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301 "Motor Vehicle Safety" for a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant Crash Protection," on the basis that the noncompliance is inconsequential to motor vehicle safety. GM has filed a report of a noncompliance pursuant to 49 CFR part 573 "Defects and Noncompliance Report."

This notice of receipt of the application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgement concerning the merits of the application.

Description of Noncompliance

GM has identified a condition in which the required seat belt audible signal on some 1996-99 Model Year Chevrolet Astro and GMC Safari vans may occasionally operate for less than the 4 to 8 second time required. Upon such occurrence, the signal would not fully comply with the audible signal portion of the S7.3 seat belt warning provision of FMVSS No. 208. GM has submitted a 49 CFR 573.5 noncompliance notification to the agency which details the affected vehicles. Pursuant to section 30118(d) and 30120(h) of Chapter 301 and 49 CFR part 556, and for reasons set forth, GM requested exemption from the notification, and remedy provisions of 49 U.S.C. 30118 and 30120 on the basis that the noncompliance is inconsequential to motor vehicle safety.

"A total of 461,851 1996-99 MY Chevrolet Astro and GMC Safari vans were built with an audible driver seat belt warning system that may, in a random manner (1) operate properly, (2) terminate the audible signal in less than the minimum 4 second requirement, or (3) not operate at all. The possibility of a random noncompliance results from a transient signal being generated at the seat belt switch input to the audible signal module when the ignition switch is turned to start and the belt latch mechanism is not fastened. The module may interpret this transient signal input as the seat belt latch mechanism being fastened and thereby terminate the audible tone. The condition is caused by a ground voltage difference between the seat belt switch and the signal module creating a transient signal that the module was not designed to filter. At the time the subject module and associated wiring harness were developed, GM truck engineering did not have a formal requirement for electrical grounding and module input filtering."

"A new module and wiring harness were implemented at the assembly plant in January 1999, that changed this condition. To prevent this issue in the future, electrical grounding rules that define specific requirements for modules and their inputs have been implemented to evaluate all electrical ground designs during the design review process. This condition is not present in other GM vehicles with the same signal module because the respective component ground is compatible with the module design in other GM products. GM also has reviewed its warranty information regarding the subject vehicle's audible signal. There has been no change in the